

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 14 SEP 1932

Date of writing Report 12th Sept. 1932 When handed in at Local Office 12th Sept. 1932 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 17th June 1932 Last Survey 6th Sept. 1932
 Reg. Book 54827 on the S.S. "BHADRAVATI" (Number of Visits 19) Gross 1190 1307 Tons
 Net 553
 Built at Glasgow By whom built Harland & Wolff Ltd. Yard No. 925 G. When built 1932-9.
 Engines made at Belfast By whom made Do. Engine No. 925 When made 1932.
 Boilers made at Do. By whom made Do. Boiler No. 925 When made 1932.
 Registered Horse Power _____ Owners Bombay Steam Navigation Co. Ltd. Port belonging to Bombay
 Nom. Horse Power as per Rule 269 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign.

ENGINES, &c.—Description of Engines Inverted, triple expansion Revs. per minute 135.
 Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ No. of Cranks _____
 Crank shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 as fitted _____ Mid. length thickness _____ shrunk _____ Thickness around eye-hole _____
 Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 as fitted _____ Is the { tube } shaft fitted with a continuous liner { _____
 Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as fitted _____
 as fitted _____ Is the { screw } _____
 Bronze Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ as fitted _____ Is the after end of the liner made watertight in the
 propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft No If so, state type _____
 Propeller, dia. _____ Pitch _____ No. of Blades _____ Material Bel. Rpt. 10,892 Length of Bearing in Stern Bush next to and supporting propeller _____
 Whether Moveable _____ Total Developed Surface _____ sq. feet
 Feed Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Feed Pumps { No. and size 2 @ 8 1/2" x 6" x 18" Pumps connected to the { No. and size 1 @ 9" x 10" x 10" } Main Bilge Line { How driven Steam } Main Bilge Line { How driven Steam }
 Ballast Pumps, No. and size 1 @ 4" x 4" x 5" Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 5 @ 2 1/2" In Hold, &c. 8 @ 2 1/2"
 In Pump Room _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size 1 @ 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight lead pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers Bilge & fore peak pipes How are they protected Enclosed in steel tube.
 What pipes pass through the deep tanks _____ Have they been tested as per Rule _____
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper deck level

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4546 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 2-Cylindrical, single-ended Working Pressure 200 lb./sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Bel. Rpt. 10892.
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only ✓
PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) Superheaters ✓ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied _____
 State the principal additional spare gear supplied Bel. Rpt. 10,892.

The foregoing is a correct description,

Manufacturer.



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002498-002505-0320

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 19

June 17
 1932 July: 4 5 7 12 27 28 29 Aug: 4 9 10 11 12 18 19 23 26 29 Sept: 6

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____
 Pistons _____ Piston Rods _____ Connecting rods _____
 Crank shaft _____ Thrust shaft _____ Intermediate shafts _____
 Tube shaft _____ Screw shaft _____ Propeller _____
 Stern tube _____ Engine and boiler seatings 17-6-32 to 19-8-32 Engines holding down bolts 9-8-32
 Completion of fitting sea connections 4-7-32
 Completion of pumping arrangements 23-8-32 Boilers fixed 19-8-32 Engines tried under steam 6-9-32
 Main boiler safety valves adjusted 23-8-32 Thickness of adjusting washers Port boiler: 3/8" P+S; Starboard boiler: 5/16"
 Crank shaft material _____ Identification Mark _____ Thrust shaft material _____ Identification Mark _____
 Intermediate shafts, material _____ Identification Mark _____ Tube shaft, material _____ Identification Mark _____
 Screw shaft, material _____ Identification Mark _____ Steam Pipes, material Steel Test pressure 600 lb./sq. in. Date of Test 10-23-32
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with _____
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with _____
 Is this machinery duplicate of a previous case No If so, state name of vessel _____

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery further particulars in Belfast Rpt. 10.892 — has been efficiently fitted in the vessel and tried under full power at sea with satisfactory results. It is eligible in my opinion, to be classed in the Register Book with records. — L.M.C. - 9.32 C.L.: fitted for oil fuel 9.32 F.P. above 150° Fah.

2.5
 12/9/32

GLASGOW

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ - : -	When applied for, 8 SEP 1932
1/5 Special ... £ 13 : 2/-	
Donkey Boiler Fee ... £ - : -	When received, 24.9.19.32
Travelling Expenses (if any) £ - : -	

J. D. Boyle
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 13 SEP 1932**

Assigned L.M.C. 9.32. F.D.
Fitted for Oil fuel 9.32. F.P. above 150°F.

